

Operation Order – OPOD 16-01 (SAFEGUARDING AIRCRAFT/VEHICLES)

References:

- A. Civil Air Patrol Regulation (CAPR) 60-1, CAP Flight Management, dated 3 May 2014,
http://www.capmembers.com/media/cms/R060_001_E70E3BAE1C0D4.pdf
- B. CAPR 60-3, CAP Emergency Services Training and Operational Missions, dated 26 December 2012,
http://www.capmembers.com/media/cms/R060_003_075A4369FBA8E.pdf
- C. Middle East Region (MER) Supplement to CAPR 60-1, dated 5 Mar 2015:
<https://www.mer.cap.gov/index.php/staff-sections/administration-and-personnel/mer-indexes-and-supplements>
- D. Emergency Services Checklists, undated:
http://www.capmembers.com/emergency_services/operations_support/education_and_training/
- E. National Incident Management System, U.S. Department of Homeland Security, Federal Emergency Management Agency, <https://www.fema.gov/national-incident-management-system>
- F. Topographical Maps, U.S. National Grid System (USNG) and Universal Transverse Mercator (UTM), provided as required.
- G. Operations Plan 16-01, (SAFEGUARDING AIRCRAFT/VEHICLES), 19 Jan 2016

Time Zone Used – Eastern Daylight Time (EDT)

Task Organization: (as of Jan 2016)

MIDDLE EAST REGION						
DEWG	MDWG	DCWG	WVWG	VAWG	NCWG	SCWG
10 Units	32 Units	7 Units	16 Units	29 Units	37 Units	17 Units
Aircraft	Aircraft	Aircraft	Aircraft	Aircraft	Aircraft	Aircraft
6-Power	12-Power	5 -Power	6-Power	12-Power	12-Power	9-Power
			1-Glider	1-Glider	1-Glider	1-Glider
Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles
11	31	11	24	23	21	24

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I. SITUATION:

A. Middle East Region (MER) personnel and resources are trained and ready to conduct one of CAP's principal missions, emergency services, in response to taskings from the Air Force Rescue and Recovery Center (AFRRC), Northern Command (NORTHCOM), or Headquarters, 1st Air Force, CAP's National Operations Center (NOC), and approved requests for support from external civil authorities.

B. Various State Emergency Management Agencies -To be published in implementing operations order.

C. Adjacent Wings. To be published in implementing operations order.

D. Weather.

1. Natural or man-made circumstances pose a heightened risk of loss, damage, or denial of use of Corporate aircraft and vehicles.

2. Impending circumstances will only grant but a brief opportunity (24-48 hours) to alert and direct the execution of precautionary measures.

3. Damaging winds and heavy snow associated with severe weather patterns pose the most probable threat to aircraft.

4. Access to aircraft, and vehicles needed for emergency use may be inaccessible because of snow filled and unplowed local roads.'

5. The danger of local flooding threatens a limited number of airports.

6. Competition for limited available hanger space among general aviation aircraft owners could preclude securing sheltered hanger space for aircraft in response to an imminent threat.

II. MISSION. Wings and their units will take directed measures to safeguard Corporate aircraft and vehicles against expected hazards associated with natural or man-made threats IAW an implementing order/directive.

III. EXECUTION:

A. Commander's Intent. CAP represents a unique capability among professional volunteer emergency service organizations. It is characterized by our capability to provide a trained air-grounds team prepared to manage and conduct a full range of mission tasks. Our aircraft and vehicles represent the building blocks of our success. Given the current

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warning of impending weather threats exist to the safety of our aircraft. Each wing, as appropriate based on forecasted weather will issue immediate guidance to subordinate units directing specific actions to be taken to minimize potential risks. The timeliness of your response may well make a difference in the Wing's collective ability to respond to mission tasking in the wake of the threat. Units will be expected to inspect tie downs, secure hanger space or relocate aircraft by the most expeditious means possible, pooling immediately available resources, rather than delaying action to permit a subordinate unit to muster its own air crew at a later time. The safety of our members carries far more weight than any concern for a material asset. Actions directed by this plan are by no means to be viewed as justification to place a single member at personal risk.

B. Concept of Operation.

a. Upon evaluating Wing particular information related to expected hazardous conditions, MER and subordinate units, responding to recommendations arising from the staff, will issue an implementing orders directing specific actions to be taken to safeguard Corporate aircraft and vehicles. This OPORD will be issued by the most expeditious means possible and may include a verbal order or e-mail transmission. These OPORD will be associated with short timelines for execution. It will also reflect a response to the unique circumstances posed by a specific threat. In drafting the implementing directive, consideration will be given, among others, to these factors. Distancing aircraft from threat circumstances. Expediting the return of the fleet to mission capable status. Maintaining group integrity at relocation airfields. Wing commanders will determine and direct actions to safeguard MER equipment will mirror in whole, in part, or a combination of three probable courses of action (COA):

1. COA 1 (Hold Fast) -Assigned Corporate aircraft remain at current locations.

2. COA 2 (Secure Shelter/Rapid Recovery) -Aircraft make use of available hanger space at home stations. Specified aircraft are directed to alternate airfields, where availability of covered shelters have been confirmed. Other aircraft may be directed to alternate airfields, where recognized responsiveness of airfield services can be expected to facilitate regaining operational availability of aircraft.

3. COA 3 (Relocate) - Aircraft moved to areas not affected by the event.

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C. Subordinate Unit Instructions. No change to OPLAN 16-01

D. Coordinating Instructions.

1. Units will physically confirm the proper placement of aircraft tie downs, emplaced control surface locks, the cabin is locked and secure, and that auxiliary equipment that might be stored in close proximity to the aircraft does not pose a hazard. As appropriate, coordination will be made with the FBO for anticipated required services (i.e. de-icing, taxiway snow removal, etc.). Units will identify an immediate recovery team tasked with inspecting and returning the aircraft to a mission ready status in the immediate wake of the threats passage. This may include the conduct of a ground engine run-up and avionics check, and digging out the aircraft from accumulated snow.

2. The Wing retains flight release authority for all air sorties; aircraft will not depart home stations without a CAPF 104 issued by the A3 (DO) and having completed a sortie ORM

3. All aircraft flying more than 50nm will file and open a FAA flight plan

4. All aircraft will deploy with tie-down straps, chocks, and, as deemed necessary, anchor points.

5. Compiled WING Status reporting to the MER A3 will begin at 1200 EST 21 Jan 2016 and continue every 24 hours until OPOD is terminated. Email to JLangley@mer.cap.gov is preferred method

6. Wing Commanders will provide a daily asset readiness report to the MER Commander.

7. All reporting will be e-mail preferred, with phone, and if weather affects communications by VHF or HF radio as backups.

8. All wings will acknowledge receipt to MER A3 by e-mail. MER A-3 is MER lead IC.

IV. SERVICE SUPPORT: No change to OPLAN 16-01

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V. COMMAND & SIGNAL:

A. This order effective for planning upon receipt.

B. Command.

I. Phase I – MER CC, CV, COS

2. Phase II-III -Deploying personnel and resources OPCON to the IC

3. Phase IV – Upon return to home station and rendering of final reports to the ICS staff, previously deployed elements are returned to parent command control

C. Signal.

I. MER command net will be opened NLT - TBP

2. ICP command net will be opened NLT - TBP

3. Frequency and channel allocation:

a. ICP-Air, Air-Air -TBP

b. ICP-Ground -TBD

c. Air-Ground Coordination - TBP

4. Telephone Numbers - TBP

5. Code words -None

6. All members will remain cognizant that CAP frequency plans are FOUO information

D. Safety

I. The IC/ICS safety officer will update the ORM as appropriate and conduct an onsite safety assessment of the ICP, other operational locations, and randomly of deployed aircraft and ground vehicles.

2. IAW CAPR 60-1, Air crew flight time and duty limitations will be strictly

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observed:

CAPR 60-1, 2-2. d d. Aircrew duty period. Aircrew duty period starts when an aircrew member reports for official duty and ends with the final sortie to be flown during the aircrew duty period when engines are shut down (or when the last aircrew member departs a glider/balloon). The maximum aircrew duty period is 14 hours of official CAP duty. Aircrew members will not exceed 9 hours of flight time between periods of crew rest. When authorized by the wing or higher commander or their designee, the PIC may extend the maximum aircrew duty period and/or the flight time within the period up to 2 hours to compensate for unplanned mission delays, provided the additional time (in excess of the standard requirements listed in this paragraph) is individually approved by all aircrew members conducting the respective mission, and an appropriate risk assessment is made by the commander and PIC involved.



MERA3

FOR THE COMMANDER

JOHN M. KNOWLES, Colonel, CAP

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